APPENDIX X.

[Vide answer to the unstarred question No. 62 asked by Sri K. Sattanatha Karayalar at the meeting of the Legislative Assembly held on 29th March 1961, page 372 supra.]

STATEMENT SHOWING THE ACTION TAKEN ON THE RECOMMENDATIONS OF THE FIRST MEETING OF THE TRANSPORT DEVELOPMENT COUNCIL HELD AT NEW DELHI ON THE 24TH AND 25TH JUNE 1959.

Recommendations. (1)	Action taken. (2)
Liberalization of licensing policy of State Government and other measures to increase the number of vehicles on the road.	....
Rail-road co-ordination (Association of Railway Representatives with State Transport Authorities). The terms of reference proposed for the high-level committee to be appointed by the Government of India to draw up the outlines of a national transportation policy and consider matters relating to rail-road co-ordination were endorsed. The Council also agreed that pending the receipt of the report of this Committee, the following instructions issued by the department of Transport to the State Governments regarding further relaxations in distance limits, imposed by the Code may continue to be followed.	....
Instructions of Government of India. In all cases of grant of permits for a distance exceeding 300 miles or for operation outside a radius of 150 miles the Regional Transport Authority should consult the State Transport Authority on which a representative from the local Railway should invariably be nominated as a member. When permits for distances exceeding 300 miles are proposed to be issued and the Railway Administration concerned objects to it, the Inter State Transport Commission should be consulted.	As the single member State Transport Authority in this State is functioning well, the Government have not accepted the suggestion to nominate the local Railway representative as a member of the State Transport Authority. The Government have however agreed to the State Transport Authority consulting the Railway Administration concerned in cases of grant of permits for distances exceeding 300 miles or for operation

outside the radius of 150 miles. The Government have also accepted the suggestion that the Inter State Transport Commission should be referred to in cases were the local Railway Administration object to issue of inter State permit over a distance of more than 300 miles. But, the Government have decided that, in such cases, it is not obligatory to await the decision of Commission indefinitely and that the State Transport Authority should be at liberty to implement the proposal if the views of the Commission are not received within 2 months.

Policy regarding formation of viable units.

The Council agreed that the formation of viable units should be encouraged. In order to avoid the danger of creating vested interests, however, it was suggested that such units in future should be confined to co-operatives of joint stock companies and that individuals or partnership firms should not be encouraged to form large units.

This is under consideration of the Government.

Financial assistance to road transport industry including provision of hire-purchase facilities.

The Council felt that the present credit facilities available to transport operators for purchase of vehicles were inadequate and special steps should be taken by the Government of India to provide relief to the operators. It was felt that suitable scheme including the formation by transport operators of hire purchase concerns on co-operative basis which would be guaranteed easy loan facilities should be formulated.

This is being examined by Government in consultation with the Registrar of Co-operative Societies.

Recommendations. (1)	Action taken. (2)
Formation of Transport Co-operative Societies for running goods transport services. It was pointed out that the progress in the implementation of the Pilot Scheme by the State Governments concerned had not been satisfactory. The State Governments concerned were requested to take immediate necessary steps for the selection of members and managers of the Societies and their training which was the first phase of the scheme. Representatives of certain States to whom projects under this scheme has not been allotted, pressed for such allotment to their States as well. An assurance was given that specific requests in this behalf would be given due consideration.	The Government have decided to implement the proposal of the Government of India to set up a co-operative society for motor transport in this State. The details of the scheme on the organizational side and on the co-operative side have been received from the Transport Commissioner, Madras, and the Registrar of Co-operative Societies, Madras. Draft bye-laws for the proposed Co-operative Motor transport Society have also been received from the Registrar of Co-operative Societies, Madras. The Government of India have since notified this scheme which is now under examination by this Government.
Measures for popularising truck-tractor trailer combinations. The Council recommended that the State Governments should take special steps to popularise the use of truck-trailer combinations in the country. Work in connection with the strengthening of weak bridges and culverts on the National and State Highways should be taken in hand on a priority basis. In the meantime, the State Governments should liberalise their licensing policies in respect of these combinations. The members of the Council urged upon the Government of India to take steps for increasing the manufacture of trailers in the country.	With a view to popularise use of truck-tractor trailer combinations instructions have been issued to the transport authorities in this State that the truck as well as the trailer may carry 9 tons each subject to certain restrictions. In the matter of taxation of trailers attached to truck concession has been given by levy of tax at half the rate applicable to goods vehicles. Weak bridges and culverts on National Highways, and on roads other than National Highways are being strengthened to the extent possible with the funds available. Provision is also being made in the Third Five-Year Plan for strengthening weak structures on National Highways, State Highways and on District Board Roads.

Development of Inland Waterways.

It was explained that the report of the Inland Water Transport Committee under the Chairmanship of Shri B. K. Gokhale had since been received. This Committee has recommended that the provision for development of Inland Water Transport in the Third Plan should be Rs. 50 crores; the Committee also has expressed the view that the revised provision of Rs. 1·42 crores made in the Third Plan is inadequate.

The Council took note of these recommendations and agreed that a substantial provision be made in Third Plan for development of Inland Water Transport.

The report of the Inland Water Transport Committee was considered by Government and in the light of the recommendations made therein, schemes estimated to cost rupees sixty lakhs for the development of the Buckingham Canal and rupees twenty lakhs for the development of Vedaranyam Canal were forwarded to the Government of India for inclusion in the Third Five-Year Plan. But the Government of India have tentatively proposed to the Planning Commission the provision of only rupees ten lakhs for providing terminal facilities at Madras and improvements to the Buckingham Canal.

The members desired that the report of the Committee should be circulated to State Governments concerned as soon it is printed. The Council took note of the various suggestions made by the members of the Road and Inland Water Transport Committee in its meeting held on 14th and 15th November 1958.

Measures for popularising the use of bullock-carts fitted with pneumatic tyres.

The Council noted that it was proposed to purchase 10,000 second-hand wheel and axle assemblies complete with rubber tyres and tubes from the U.S.A. at about Rs. 200/- per set. They recommend that half the cost of each set should be shared equally by the State Governments and the Central Government so that it should be possible to sell the sets at

The use of wider tyred (iron) wheels was experimented in certain areas of this State and it was finally found that the public felt a natural aversion to the use of such wheels consequent on the heaviness and relatively high cost. The scheme was also experimented in the C.D. and N.E.S. areas and found not successful.

Recommendations. (1)	Action taken. (2)
Measures for popularising the use of bullock-carts fitted with pneumatic tyres—cont.	
about Rs. 100/-per set. Besides, they recommended that on these terms the State Governments should undertake the distribution and sale of the sets and arrange to reimburse to the Central Government the full cost less the Central subsidy.	
W th a view to economy in the foreign exchange involved in the import of second-hand wheel and axle assemblies from abroad, the Council suggested that the possibilities of improving the conventional iron-tyred wheels by using ball bearings, should be further studied. Experiments on the lines of those carried out by the Indian Roads Congress with 3½ inch wide iron-tyred wheels should be conducted and results recorded in regard to reduction in the damage to roads and ther tactive efforts required to pull the cart.	
Road Development during the Third Five-Year Plan.	The outlay for State Roads in the Third Five-Year Plan as recommended by the Working Group is Rs.17·27 Crores as shown below :— RS. in crores. State Plan .. .. .. 13·77; C. R. F. allocations .. .. 2·50; E and I .. .. .. 1·00; Total .. 17·27
The Council recommended that the third Five-Year Plan of Road Development should be prepared by the Central and State Governments as quickly as possible. The plans should be complete and specific. They should include all relevant information about individual projects, i.e., their names, estimated costs, *inter se* priority and notes on their urgency. Detailed maps should accompany the plans.	The outlay for the State Third Five-Year Plan as approved by the Planning Commission is Rs. 11 crores. This would be inclusive of State allocation from the Central Road Fund and the State's share of expenditure on inter-State Roads but exclusive of the amount provided for National Highways and the Central share of expenditure on Economic and State schemes provided in the Central Third Five Year Plan.
The Plans should be based on the actual urgent needs of the regions and should encompass all developmental strategic and administrative requirements.	

The Council endorsed the view that a very vigorous drive was necessary in the field of road development and recommended that the Planning Commission should make an appropriate provision for road development in the Third Five-Year Plan to cover all essential needs of the country, and should not be guided by the provision included in the Second Plan which was very inadequate. The Council emphasised the great importance of roads of the purposes of Agriculture, Defence and the Development Plans of the country.

Abolition of Tolls on roads and road bridges.

The Council recommended that as a general policy all roads should be free tolls and other imposts so that the free flow of traffic is not impeded. They, however, recommended that in respect of special projects of major bridges costing over Rs. 5 lakhs and financed by raising loans, or maintenance of ferries, tolls might be permitted for a specified period not exceeding that necessary to retire the loans or meet the cost of the ferrv on a no-profit no-loss basis.

As the recommendation of the Council is already in force in this State, no further action was considered necessary in the matter.

TRUTH ALONE TRIUMPHS